(b) how this assessment is done;

(c) whether there is an increasing trend in social costs;

(d) what is the reason for this increase in social costs; and

(e) what is being done to prevent the increase in social costs?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The estimated figure of Social cost for 1994-95 amount to Rs. 1515 crores.

(b) The methodology of assessing the amount of social cost on Indian Railways is as under:—

(i) The losses on the freight services for carrying the essential commodities at rates below cost are assessed.

(ii) The losses on suburban services in 3 Metropolitan cities of Bombay, Calcutta and Madras are assessed.

(iii) The loss on non-suburban coaching services are also assessed.

From the total of (i), (ii) and (iii) above the cost of stac welfare measures and law and order costs are deducted to arrive at the "net social cost" for the Indian Railways. The estimated figures for 1994-95 are based on the projections made in the revised estimates of the Railway Budget for 1995-96.

(c) and (d) The quantum of social cost for 1992-93 and 1993-94 were Rs. 1548.50 crores and Rs. 1216.50 crores respectively. The estimated amount of social cost for 1994-95 comes to Rs. 1515 crores. No clear cut trend is discernable in the quantum of social cost as such.

(e) Some of the important measures taken by the Indian Railways to contain social costs are as under:-

(i) Rationalisation of freight tariffs from time to time.

(ii) Restructuring of passengers, season tickets fares and concessions etc.

Completion of gauge conversion work

3742. SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state:

(a) whether gauge conversion work has been completed by some Zonal Railways during 1992-93, 1993-94 and 1994-95;

(b) if so, the names of areas of conversion, zone-wise separately, during each year with estimated expenditure incurred on each conversion;

(c) whether Government propose to convert more areas into unigauge during 1995-96 and 1996-97;

(d) if so, the names of such areas, zone-wise separately during each year with estimated cost of each conversion;

(e) whether some areas converted for unigauge during 1992-93, 1993-94 and 1994-95 belong to U.P.;

(f) whether areas to be covered for unigauge during 1995-96 and 1996-97 also belong to U.P.; and

(g) if so, the details thereof and if not, the reasons therefor separtely?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (g) Information is being collected and will be laid on the Table of the Sabha.

Technical assistance Agreements between the Railways and U N D P

3743. SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state:

(a) whether some technical assistance agreements have been signed with the UNDP;

(b) if so, the details thereof;

(c) whether these agreements will bring any improvements in the working of Railways;

(d) whether some of these agreements will benefit the passengers of Uttar Pradesh; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) The ongoing Technical Assistance Agreements arrived at with U N.D.P. are as under:

(i) 'Upgradation of R&D facilities of R.D.S.O. (Phase-II) to enhance the capability to design and test advanced generation passenger stock.

(ii) 'Assistance to Indian Railways for Organisational Development and System Changes.'

(iii) 'Upgrading Rail Infrastructure for Greater Throughput' to enhance the technical knowledge/competence in the area of design, constructitn and maintenance of civil engineering assets for operating passenger trains upto 160 Kmph and operating 9000 T freight trains.

Funding from UNDP will cover costs if consultants, training for Indian Railways officers and minor testing equipments.

(c) to (e) Knowledge and expertise gained in the process of learning in these projects will be utilised for improving working of the Railways in the related areas resulting in improved quality of services and increased efficiency of Indian Railways which will ultimately benefit the users of freight services and passengers including those from Uttar Pradesh.

रेलवे में अपर्याप्त निगरानी तंत्र

3744. **श्री ईश दत्त यादव:**
श्री कनकसिंह मोहनसिंह मंगरोला:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे में वर्तमान निगरानी तंत्र अपर्याप्त और कम प्रभावी है जिसके कारण रेलवे नई रेल-लाईन बिछाने के कार्य को शुरू करने/पूरा करने में असफल रहा है;

(ख) यदि हां, तो इस संबंध में सरकार की क्या प्रतिक्रिया है ; और

(ग) सरकार ने नई रेल लाइन के निर्माण की प्रगति पर निरन्तर रूप से निगरानी रखने हेतु क्या प्रयास किये हैं और इस दिशा में क्या प्रगति हुई है ?

रेल मंत्री (श्री सी०के० जाफर शरीफ) (क) से (ग) क्षेत्रीय रेलवे बोर्ड, तथा दोनों ही स्तर पर पर्याप्त निगरानी तंत्र मौजूद हैं तथा सभी परियोजनाओं की प्रगति की बोर्ड सदस्य के स्तर पर तिमाही समीक्षा की जाती है नई लाइन परियोजनाओं में कम अथवा प्रभावी निगरानी के कारण विलंब नहीं हुआ है अपितु अपर्याप्त धन की व्यवस्था होने के कारण इन परियोजनाओं में यह विलंब हुआ है जिसकी जरूरत की पूर्ति पूरी तरह से योजना आयोग द्वारा व्यवस्थित बजटीय समर्थन से की जाती है।

Upgradation of posts of Reservation and medical staff in Northern Railway

3745. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that restructuring report regarding upgrading posts of reservation staff and medical staff on Northern Railway has not yet been implement so far; and